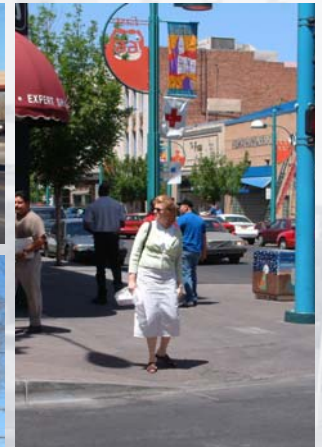
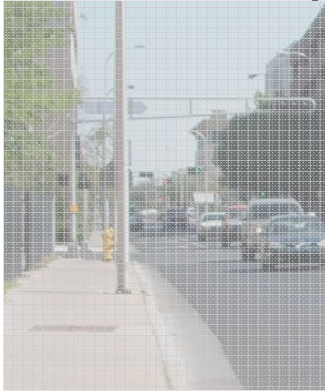


# 2025 Metropolitan Transportation Plan

## Executive Summary

### Albuquerque Metropolitan Planning Area





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**Special Thanks for Providing Data and/or Comments**

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Public Involvement Committee (PIC)  
Transportation Coordinating Committee (TCC)  
2025 MTP Work Group  
Transportation Conformity Technical Committee  
Albuquerque/Bernalillo County Air Quality Control Board  
City of Albuquerque Environmental Health Department

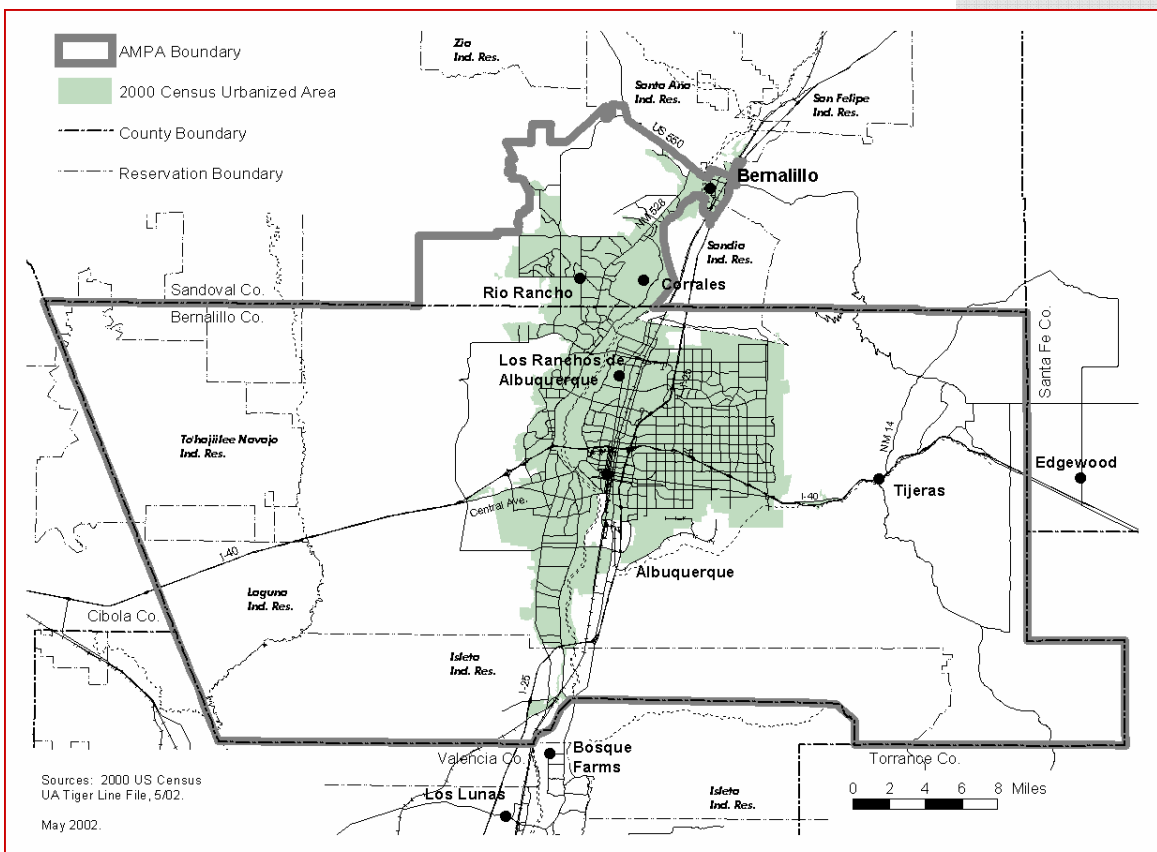
Preparation of this document was financed in part through funds made available by the New Mexico State Highway and Transportation Department in cooperation with the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration.

## 2025 Metropolitan Transportation Plan Executive Summary

Following a rigorous process of analysis, evaluation, and public discussion, the Mid-Region Council of Governments is pleased to present the 2025 Metropolitan Transportation Plan (MTP) for the Albuquerque metropolitan planning area.

Metropolitan Transportation Plans provide an overview of what is likely to happen in a region's transportation and land use arena over the next 20 years. They provide insights into regional transportation trends and consider how best to respond to these trends. Developing an MTP is a federal mandate for all urban areas with a population over 50,000. In fact, without one, a region would not be able to access federal transportation funds.

The area covered by this MTP includes all of Bernalillo County, the City of Rio Rancho, the Village of Corrales, and the Town of Bernalillo: together known as the Albuquerque Metropolitan Planning Area (AMPA). The 2000 Census Urbanized Area shown on the map below is where all of the transportation projects identified in this MTP are located.



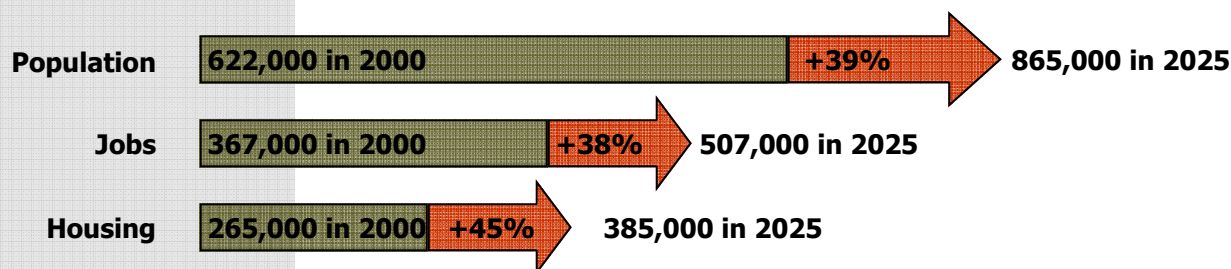
***The Albuquerque Metropolitan Planning Area***



## Executive Summary 2025 MTP

The AMPA is a fast growing area. Population, housing, and employment are all on the rise. When planning for a region's transportation future, these are very important factors to consider as they all have an impact on the region's transportation needs. The MTP, therefore, was developed based on the following projections for the region's population, housing, and employment by 2025:

- 243,000 more people, bringing the total population to 865,000 (a 39% increase)
- 120,000 more homes, bringing the total to 385,000 (a 45% increase)
- 140,000 more jobs, bringing the total to 507,000 (a 38% increase)
- 45,000 new residential, commercial or institutional developed acres (a 40% increase)



This MTP identifies a set of transportation projects and other transportation-related actions to respond to the transportation needs that are expected to accompany this growth. To arrive at the ultimate set of actions and projects, a lengthy development process was followed.

Development of the 2025 MTP involved local and state agencies, municipalities, elected officials, community and business groups, and the public. It started during the Fall of 1999 when a citizen survey was conducted to determine any transportation-related concerns people might have. The survey results were subsequently used as an input to craft a mission statement and

a set of goals and objectives to guide development of the MTP (see opposite page). These played an integral part in project selection and prioritization.

Based on the goals and objectives as well as work already going on in or planned for the area, a scenario for the AMPA in 2015 was developed. For the remaining 10-year period, (2015–2025) several different scenarios were developed. Some showed what the AMPA's



***Construction of New Homes in Rio Rancho***

### **2025 MTP Mission Statement**

The 2025 MTP strives to preserve the unique character, diversity, and environmental quality of the AMPA and to equitably serve its population while accommodating orderly growth. The MTP is a 20-year financially-constrained plan that includes long-range and short-range solutions for developing an innovative transportation system. The MTP integrates transit, pedestrian, bicycling, and motor vehicle modes of travel by increasing accessibility and mobility options for people and goods, including intermodal facilities. The MTP guides the development of an efficient multimodal transportation system that seeks to achieve balance among the sometimes competing goals.

### **Goals and Objectives**

1. *Existing System Preservation.* To protect, maintain, and promote the use of the existing transportation investment including pedestrian facilities, bicycle facilities, transit facilities, and roadways.
2. *Preservation of the Physical and Social Environment.* To protect and enhance the social, cultural, and physical environment; promote environmental justice; and promote energy conservation to enhance the quality and livability of neighborhoods and community places.
3. *Urban Form.* To support the urban form and land use patterns adopted in local plans and guidance set forth in the approved Focus 2050 Regional Plan.
4. *Multimodal and Intermodal Integration.* To provide an integrated multimodal transportation system that increases accessibility and mobility options for goods and people of all incomes, ages, and physical conditions, and enhances the connectivity of all the elements of the transportation network: roadways, transit facilities, bikeway facilities, and pedestrian facilities.
5. *Safe, Efficient, and Reliable System.* To increase the safety, reliability, and dependability of the transportation system for all travelers and goods, including those traveling by foot, bike, bus, train, truck, and auto.
6. *System and Demand Management.* Improve the movement of people and goods by promoting ways to manage the demand on the transportation system as well as ways to enhance its efficiency.
7. *Economic Development.* To support the economy of the metropolitan area by developing an efficient, effective, and attractive transportation system that strengthens global competitiveness, productivity, and efficiency.

transportation future would look like if current trends were allowed to continue, while others represented more of a “smart growth” vision. Others were somewhere in between. The public, community groups, local governments’ technical staff, and elected officials were provided opportunities to get involved and voice their preferences. The final word was up to the Metropolitan Transportation Board (MTB), which settled on the Plan alternative as presented below.

## 2025 MTP Plan Contents

### Bicycle/Pedestrian Projects

The 2025 MTP includes detailed information about anticipated bikeway and pedestrian trail projects, including cost, lead agency, and time frame.

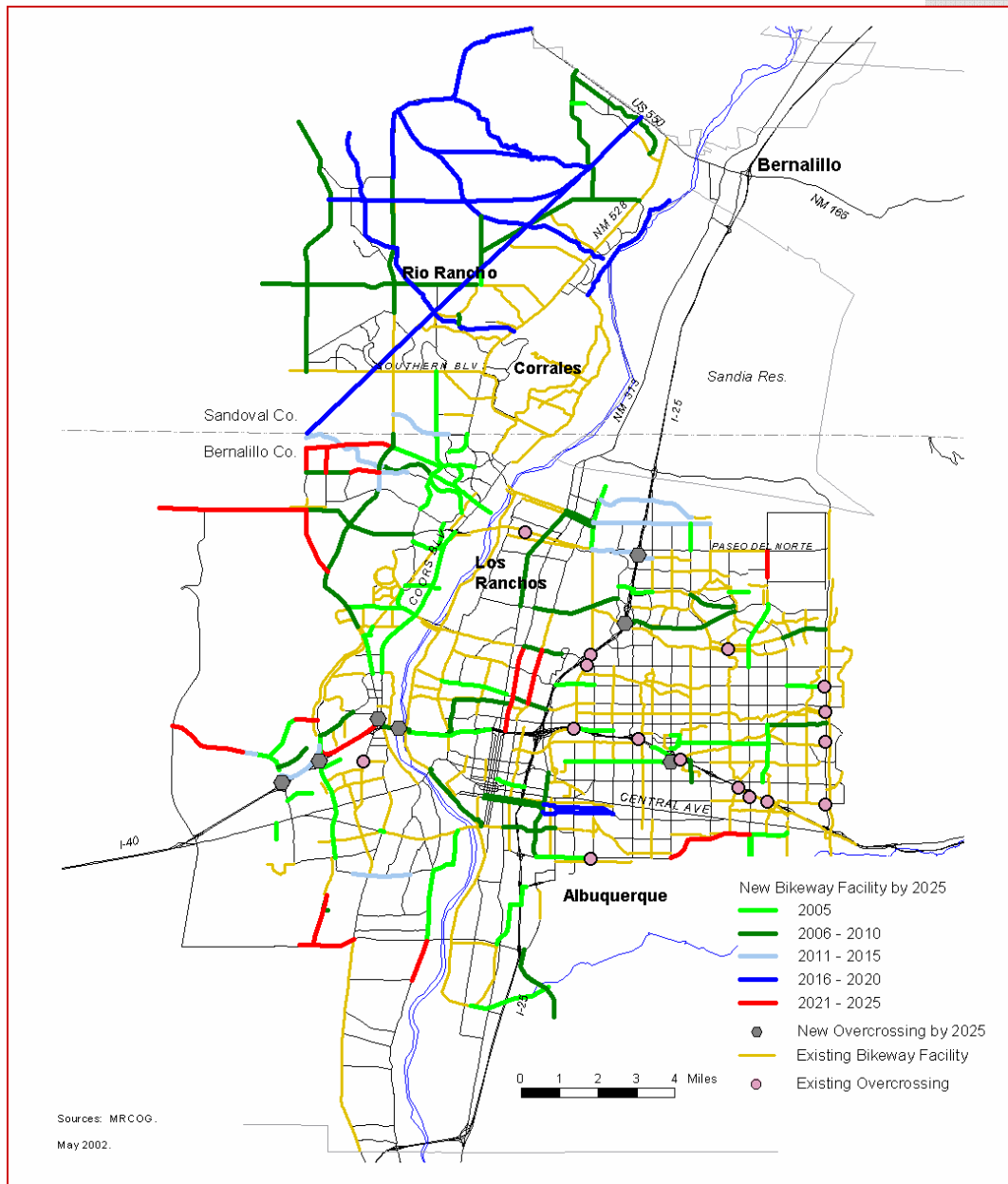
Highlights of the bicycle and pedestrian projects in the MTP include:

- Bike lanes on Coors Boulevard, from Paseo del Norte to St. Joseph's.
- Bike lanes on Gibson Boulevard between I-25 and Carlisle Boulevard, and between Eubank Boulevard and Juan Tabo Boulevard.
- Bike lanes on Dr. Martin Luther King Jr. Boulevard between I-25 and 2<sup>nd</sup> Street.
- Bike/Pedestrian trail on the North Diversion Channel between Paseo del Norte and Balloon Fiesta Park.
- Bike/Pedestrian trail on the South Diversion Channel beginning north of Rio Bravo and continuing to the railroad spur.
- Bike/Pedestrian trail on the Alameda Drain Trail between 2<sup>nd</sup> Street and I-40.
- Bike lanes on Avenida Cesar Chavez between Broadway and Yale Boulevard.
- Bike/Pedestrian paths on the Encantado Channel between Enchanted Hills Boulevard and Chayote Road.
- Bike lanes on Idalia between N.M. 528 and 40<sup>th</sup> Street.
- Bike/Pedestrian trail and bike lanes associated with the extension of University Boulevard into Mesa del Sol.

### *Traffic on Central Avenue in Downtown Albuquerque*







### *Changes to the AMPA's Bikeway System by 2025*

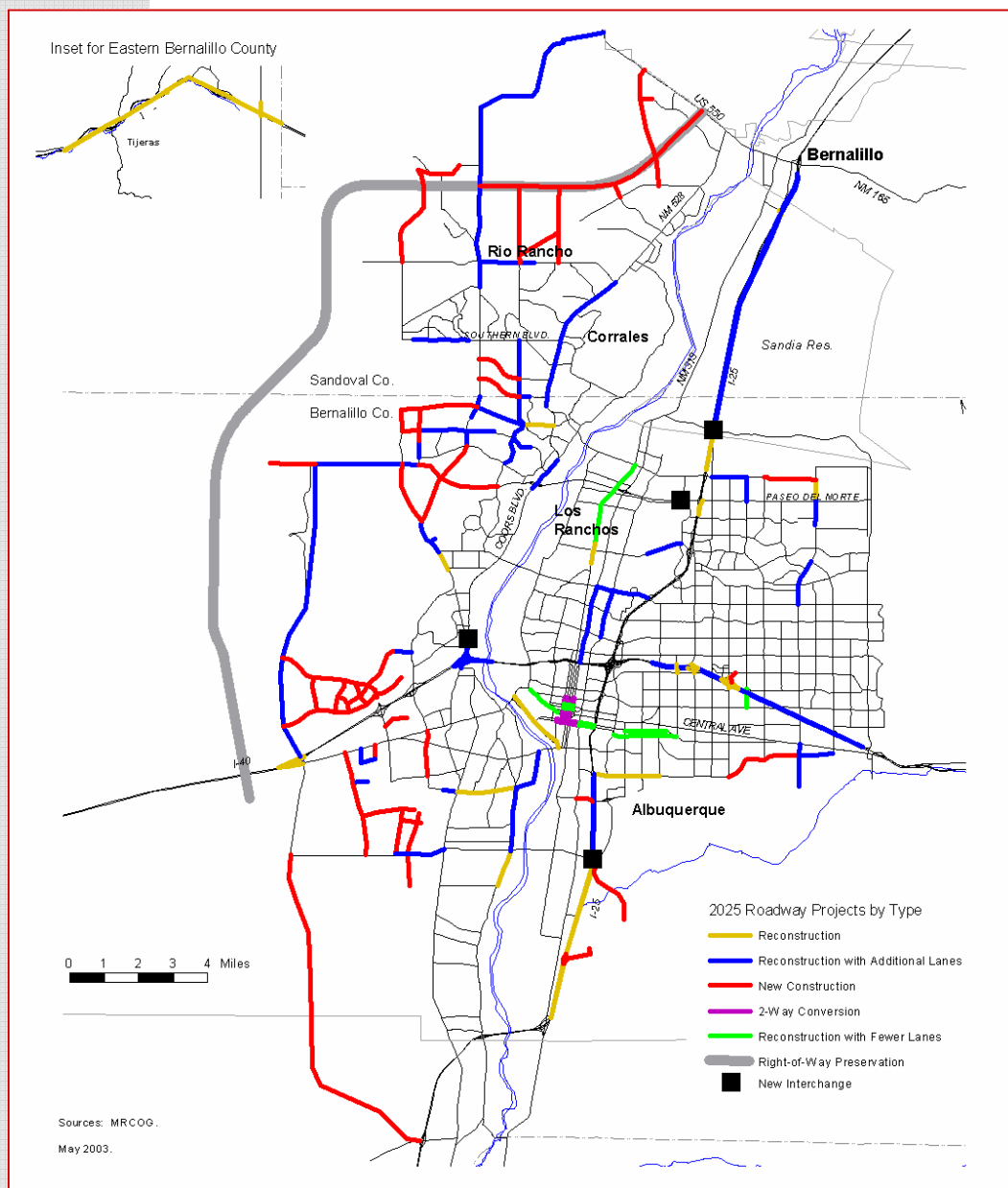
## **Public Transportation**

Due to the anticipated population growth, the AMPA's public transit system will have to be enhanced just to keep its current ridership level. Improvements to public transit included in the 2025 MTP include two new routes servicing Mesa del Sol and the northern portion of Unser Boulevard, and more frequent service along parts of Isleta Boulevard, 4<sup>th</sup> Street, San Mateo Boulevard, and Louisiana Boulevard at Uptown.

## Executive Summary 2025 MTP

### Roadway Projects

Roadway projects to be completed by 2025, including type of work, cost, funding source, and time frame, are also included in the 2025 MTP. Areas with concentrations of new roadway construction include West and North-west Albuquerque, Rio Rancho, and Mesa Del Sol in Southeast Albuquerque. Roadway reconstruction activities are anticipated to be concentrated on the interstate system and major roadways in the core area.



***Changes to the AMPA's Roadway System by 2025***



Highlights of the roadway projects in the MTP include:

- Reconstruction of the 2<sup>nd</sup> Street/Montano Road intersection.
- Lane reductions on Lead and Coal Avenues between Broadway Boulevard and I-25.
- Reconstruction of Eubank Boulevard and the addition of two lanes between Central Avenue and Kirtland Air Force Base.
- Extension of Unser Boulevard from Paseo del Norte to Paradise Boulevard.
- Reconstruction of Isleta Boulevard from Arenal Road to Rio Bravo Boulevard and additional lanes.
- Reconstruction of Unser Boulevard between Cherry Road and King Boulevard and expansion to four lanes.
- Reconstruction of Arenal Road between Coors Boulevard and Tapia.
- Reconstruction of N.M. 528 and expansion to six lanes between Southern Boulevard and Northern Boulevard.
- Reconstruction of the I-40/Coors Boulevard interchange.
- Expansion of the current roadway leading to Double Eagle II Airport, and reconstruction of the interchange with I-40.

## Other Strategies

Other transportation activities included in the 2025 MTP are designed to provide better information and more options to travelers in the urban area, and to improve the travel experience in general. They include:

**Intelligent Transportation System (ITS)** efforts are designed to effect a more efficient use of the transportation system by providing better information about the transportation system to those that use it.

One example of an ITS application relates to automobile crashes. These, along with the amount of travel in the urban area, are expected to increase over the next 23 years. ITS can reduce the impact of crashes in the transportation system by providing real time information about what is happening on the region's major roadways. This allows emergency personnel to arrive at the scene more quickly and drivers to choose alternative routes or alternative modes of transportation.

**Transportation Enhancement** projects are defined as activities that enhance the transportation environment by improving the experience of getting from one place to another. Examples of such activities are landscaping, improved lighting, artwork, architectural refinements, and scenic outlook



## Executive Summary 2025 MTP



signs. Funding for enhancement projects is estimated at approximately \$41 million over the life of the Plan.

**Non-capital actions** included in the 2025 MTP focus primarily on expanding Transportation Demand Management (TDM) efforts. TDM strategies are used throughout the nation and are proving to have excellent cost/benefit ratios. TDM programs help maximize the efficiency of the existing transportation facilities and services, particularly during peak travel hours. Flex schedules, discounted bus passes, information campaigns, and ride share programs are examples of TDM.

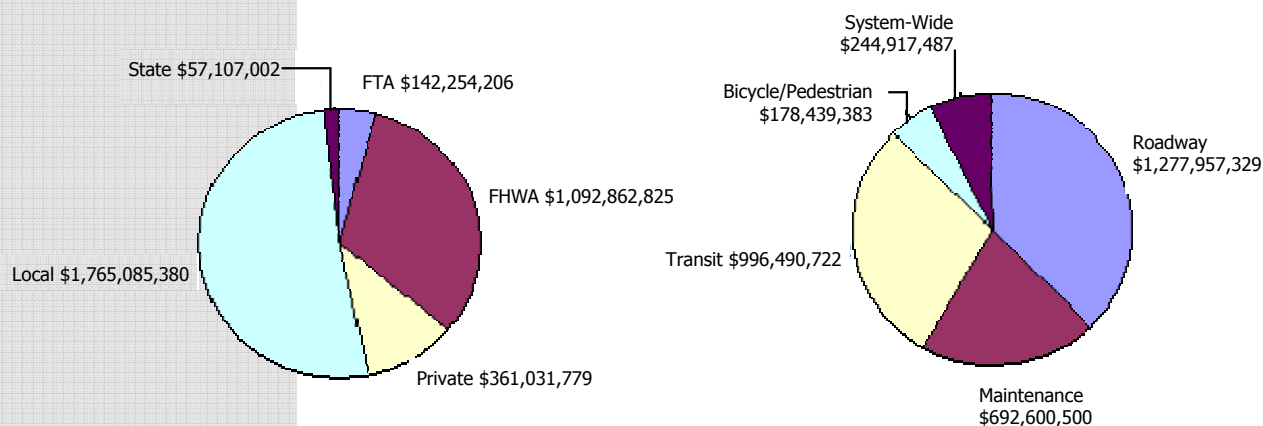
**Multimodal** (all different modes of transportation) **and Intermodal** (the connections between the different modes of transportation) aspects of the transportation system are addressed in the 2025 MTP primarily by focusing on connections between transit, auto, and bicycle. Park-and-ride lots and bike-to-bus connections are two current strategies that are expanded under the 2025 MTP.

### Finances

The 2025 MTP is “financially constrained.” This means that the number of projects and activities included in the Plan is limited by the amount of funding the area can reasonably expect to receive.

Revenues for implementing everything identified in this MTP are expected to come from local (52%), state (2%), federal (36%), and private (11%) sources.

**2025 MTP Estimated Revenues (left) and Estimated Expenditures (right)**  
(both total \$3.4 billion)



This MTP's expenditures total \$3.4 billion. Monies to be spent on roadways take up by far the largest portion of the MTP's budget (over 37% for new and reconstruction alone). Over 20% is dedicated to maintaining our existing infrastructure. Transit gets over 29% of the total MTP budget for making enhancements to its current network, purchasing new vehicles, and to pay for operating costs. System-wide expenditures include those projects that benefit the entire transportation system equally and include such things as data collection and ITS. A total of 5.3% of MTP funds is reserved for constructing new bicycle and pedestrian facilities.

If additional funding is identified, a number of projects that did not make it into this 2025 MTP could be implemented. These include high capacity transit, commuter rail, and managed lanes.

## **What's Next?**

Development of the 2025 MTP ended with approval by the Metropolitan Transportation Board in May 2003. However, transportation planning in the urban area is a continuous process. The 2025 MTP will be revisited in three years, when the 2030 MTP is developed. The Transportation Improvement Program (TIP), the MTP's little brother, covers a six-year period and is revised each year.

In addition, MRCOG continually gathers transportation data, helps with transportation project development, and works with local governments on regional and area plans. Transportation planning is an area-wide effort that involves technical staff, elected officials and the public.

Citizens are encouraged to get involved and voice their concerns and opinions. MRCOG staff is available throughout the year to talk to individuals or groups about the MTP or the transportation planning process in general. Please do not hesitate to contact us. We would love to hear from you.



***Bicyclist Using the Bosque Trail***



